

SECTION 1.0

SUMMARY

CHAPTER 1.0

SUMMARY

1.1 INTRODUCTION

The County of Placer, in cooperation with the United Auburn Indian Community (UAIC or Tribe), is proposing a project that would connect Sunset Boulevard to Athens Avenue. This project, referred to as the “Sunset-Athens Connector Road,” is located in the western portion of an unincorporated area of the County of Placer (County). The proposed road segment is a capital improvement project identified in the Placer County General Plan and the Sunset Industrial Area (SIA) Plan. The site is located west of the State Route 65 corridor, north of the City of Roseville, west of the City of Rocklin, and south of the City of Lincoln. The land is currently used for livestock grazing and is not commercially developed. The proposed roadway involves extension of Sunset Boulevard west of Cincinnati Avenue, creation of a connector road to Athens Avenue, and widening of Athens Avenue. The new road would create a direct transportation corridor from State Route 65 to Athens Avenue. Furthermore, implementation of the proposed roadway would achieve infrastructure improvement goals of the Sunset Industrial Area Plan and the Placer County General Plan. The Tribe is in the process of acquiring right-of-way easements through six undeveloped parcels over which the connector road would pass. The road would also pass through eight additional parcels that contain existing road easements. The proposed project would be fully funded by the UAIC, as specified in the Memorandum of Understanding between the UAIC and County of Placer (January 18, 2000). Although the Sunset-Athens Connector Road project was contemplated at the time of the Thunder Valley Casino approval, this is a separate and distinct project, for which the County is preparing this EIR

The project site is zoned Industrial Park, Combining Design Scenic Corridor (INP-DC); General Commercial, Combining Use Permit Required, Combining Design Scenic Corridor (C2-UP-DC); Industrial Combining Design Scenic Corridor (IN-DC); Industrial Park, Combining Design Scenic Corridor, Combining Flood Hazard (INP-DC-FH) and Farm, Combining Development Reserve, Combining Minimum Building Site of 160 acres (F-DR-B-X-160). The project is within the SIA and is currently used for dry-land livestock grazing. No existing buildings, structures, or trees exist on the site except for ornamental eucalyptus trees along Athens Avenue. Natural features of the project site include non-native annual grassland, an unnamed tributary to Pleasant Grove Creek, and several jurisdictional wetland areas and vernal pools. The topography of the site is mostly level (up to 2 percent slopes), with the elevation ranging from 120 feet to 140 feet above mean sea level. Surrounding land uses include livestock grazing, electric power generation, light industrial, commercial, and recreational businesses, and transportation corridors.

The proposed Sunset-Athens Connector Road is shown in **Figure 3-1**. This arterial roadway would begin at the existing western terminus of Sunset Boulevard near Cincinnati Avenue and continue westward for about one half mile. From this point, the new connector road would continue northward about one and a half miles to Athens Avenue. At this new intersection, Athens Avenue would be widened and dedicated turn lanes would be added. The proposed road would have two 16-foot wide lanes, a 14-foot raised median with emergency median crossings at intervals of approximately 800 feet between Sunset Boulevard and Athens Avenue, and an overall right-of-way width of 88 feet. The extension of Sunset Boulevard would require the crossing of an unnamed tributary to Pleasant Grove Creek. A bridge would be constructed over the creek to prevent interruption of water flow within the tributary, and avoid significant fill of wetlands.

1.2 ISSUES OF CONCERN

A Notice of Preparation (NOP) and Initial Study (IS) for the proposed project were circulated for public review on December 3rd, 2003. The NOP/IS included a summary of probable environmental impacts which would result from the proposed roadway to be evaluated in the Environmental Impact Report (EIR). The comment period was opened from December 5th, 2003 to January 9th, 2004. Comments received on the NOP that relate to potential environmental impacts were considered in the preparation of this EIR. A public scoping meeting was held on December 29th, 2003. The areas of potential concern analyzed in the IS and mentioned during the public review process are as follows:

- General Concerns
- Water Resources
- Transportation and Circulation
- Biological Resources
- Air Quality
- Utilities/Public Service
- Cultural Resources
- Cumulative Impacts

Comments received in response to the NOP and IS include the following:

GENERAL CONCERNS

- The UAIC should be identified as the project applicant.
- The relationship between the MOU and the project should be explained
- The location of Thunder Valley Casino should be identified.
- Any link between the project and the casino should be identified.
- The project setting is incomplete.
- The impact of casino traffic should be analyzed.
- Project setting must identify whether grazing will continue.
- The DEIR must identify policies that conflict with the proposed project: specifically, the Orchard Creek Area Development Standards and other proposals.

- Fully describe the proposed project.
- Evaluate the no-project alternative.
- Address requirements of the U.S. Army Corps of Engineers

WATER RESOURCES

- Address cumulative impacts to the water supply should the county require landscaping that needs irrigation.
- Show the source of water that the contractor will be using during construction.
- Unless mitigation is incorporated into the document, identify if a significant impact exists regarding downstream flooding.
- Submit an application for a Reclamation Board permit for any project that modifies any drainage system that may increase peak flows downstream, when the modification may compromise an adopted flood control plan.
- Applications submitted to the Department of Water Resources must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project.
- Address higher peak flow rates at the project's boundaries and at locations further downstream.
- Address overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
- Address the alteration of floodplain boundaries and increases in water surface elevations due to any proposed project, and must propose mitigation measures.
- DEIR should indicate how much water would be required to effectively mitigate construction-related dust impacts.

TRANSPORTATION AND CIRCULATION

- Confirm the proposed connector road project is within the Placer Parkway study area.
- Indicate that there are two Placer Parkway concept alignments and possibly others that would cross over the proposed project.
- Outline the proposed project's consistency with Placer County General Plan/Sunset Industrial Park transportation and traffic plans and policies.
- Identify in the EIR a potential Placer Parkway 500'-wide corridor alignment over the proposed connector road project. By including a corridor alignment, the EIR will analyze potential impacts of a corridor and the future Placer Parkway over the proposed project.
- Traffic analysis should consider the possible connection of Foothills Boulevard being extended to Sunset Boulevard and ultimately the Placer Parkway and also consider any potential impacts to Roseville roadways and intersections.
- Traffic analysis should consider a future connection with Sunset Boulevard and impacts to the roadways and intersections.
- Perform AM peak traffic analysis.
- Address traffic safety due to future proposals of schools in the areas.
- Indicate the individual level of service and traffic volumes applicable to all intersection road approaches and turn movements.
- The 2000 Highway Capacity Manual and the Guide for the Preparation of Traffic Impact Studies should be used as a guide for the traffic analysis.
- Analyze the impacts to SR 65 at the Sunset Boulevard intersection.
- Indicate whether increased construction-related traffic would result if water must be hauled in from off-site to effectively mitigate construction-related dust impacts.

- A traffic analysis should include short-term conditions without the project and short-term conditions plus the project (including trip generation from all approved but unconstructed projects in the area) and a background growth rate up to the estimated date that this development is completed.

BIOLOGICAL RESOURCES

- Analyze any impacts to wetlands.
- A wetland survey for Sunset Boulevard/Athens Avenue road extension must be completed and included in the DEIR.
- Address impacts to Orchard and Pleasant Grove Creek and provide feasible means to reduce or avoid these impacts.
- Address pollutants to the waters of the United States.
- Adequately address the impact to wildlife and habitat, as well as special status species plants and animals.
- The DEIR must adequately address mitigation measures for special status species.
- Surveys must be conducted for all adverse impacts on special status species and plants. The results and the biological opinion letter (issued by the U.S. Fish and Wildlife Service) must be included in the DEIR. Additionally, survey methods and conclusions should be included in the DEIR. If it is determined that any type of sensitive species is not present, the DEIR should include the analysis and reasoning for that determination.

AIR QUALITY

- Use the Roadway Construction Emission Model to estimate air pollutant emissions from the project.
- Mitigation measures should be identified in the DEIR once project construction emissions are estimated.
- Quantify the emission reductions that can be expected from implementation by use of late model engines, low- emission diesel products, alternative fuels, engine retrofit technology, after treatment products, and/ or other options as they become available.
- All feasible mitigation measures should be required of this project. Mitigation measures found not to be feasible should be supported by substantial evidence and disclosed in the DEIR so the public can review the specific reasons for rejecting an identified mitigation measure.
- The DEIR must acknowledge that the connector road may be used by patrons of the casino, and if the environmental baseline will change.
- The DEIR must evaluate direct and cumulative significant air quality impacts due to automobile emissions.
- Evaluate NOx emissions associated with the construction or operation of the project.

UTILITIES/PUBLIC SERVICE

- Include adequate public utility easements.
- Allow all dry utilities (electrical, natural, phone, cable TV, etc.) to install conduits in the voided-slab bridge to be built across the wetlands area just to the west of Cincinnati Avenue.
- Require the installation of four-4" ducts in the bridge.
- The DEIR must adequately address the growth inducing impacts of the proposed road extension project and the extension of the sanitary sewer line for future use.

CULTURAL RESOURCES

- Evaluate CEQA special requirements regarding mitigation of impacts to cultural and historic resources.

HAZARDS

- The DEIR must adequately analyze fire protection and emergency medical services. The location of the new fire station in the project area, as identified by the Sunset Industrial Area Fire Protection Plan must be indicated in the DEIR.
- Address the safety hazards of inebriated drivers leaving the casino.

CUMULATIVE IMPACTS

- The DEIR must identify the cumulative impacts to future projects proposed in the area and provide mitigation for such projects.

1.3 ALTERNATIVES TO THE PROPOSED PROJECT

The following project alternatives are discussed in detail in Chapter 5.0:

1. Alternate Road Corridors (Alternative 1- East Corridor Alternative, Alternative 2- West Corridor Alternative)
2. No Project Alternative

1.4 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-1 presents a summary of potential project impacts and proposed mitigation measures that would further avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated both before and after the application of the recommended mitigation measure(s). For detailed discussions of all project impacts and mitigation measures, the reader is referred to the environmental analysis sections of Chapter 4.0.

The project will be in an area designated by the County for industrial development; the SIA. The County prepared and certified the Sunset Industrial Area Plan EIR, which addressed the environmental impacts of future development proposed for and anticipated to be located within the SIA. That EIR concluded that some impacts of SIA development would be significant. Therefore, any projects proposed in the SIA may contribute to the total cumulative impacts that have been identified in the SIA Plan EIR. As such, the proposed project would contribute incrementally to these cumulative impacts. The cumulative significant impacts identified by the SIA Plan EIR, and the proposed project's contribution to those impacts include:

- the loss of agricultural land;
- increased noise from traffic sources;
- impacts to air quality from construction activities; and
- increased stormwater flows by increasing on-site impervious surfaces.

**Table 1-1
Summary of Project Impacts and Proposed Mitigation Measures**

Impact	Level of Significance	EIR Identified Mitigation Measure	Residual Significance
4.2 Land Use and Planning			
4.2.1 Development of the proposed project would be consistent with the <i>Placer County General Plan</i> , <i>Sunset Industrial Area Plan</i> , and the <i>Placer County Zoning Ordinance</i> . The “Industrial” designation of the property allows the land uses proposed by the project. Based on the existing and planned surrounding land uses (i.e., industrial, business park, open space), no land use conflicts are anticipated. This would be a less than significant impact.	LS	4.2.1 None required.	LS
4.2.2 The proposed road would provide access through currently undeveloped lands. This would be a less-than-significant impact. The proposed road would be constructed on land designated for industrial or commercial uses in the Placer County General Plan. The alignment would be constructed on land designated Industrial Park, Combining Design Scenic Corridor (INP-DC); General Commercial, Combining Use Permit Required, Combining Design Scenic Corridor (C2-UP-DC); Industrial Combining Design Scenic Corridor (IN-DC); Industrial Park, Combining Design Scenic Corridor, Combining Flood Hazard (INP-DC-FH), and Farm, Combining Development Reserve; Combining Minimum Building Site of 160-acres (F-DR-B-X-160) in the Placer County Zoning Ordinance. This alignment is within the SIA’s Industrial Core, Industrial Reserve, and Sunset Boulevard Corridor West Planning Areas. Furthermore, this roadway is an integral planning feature of the Sunset Industrial Area Plan and Placer County General Plan. Impacts from development in the Sunset Industrial Area have been evaluated in the Sunset Industrial Area Plan EIR. The Sunset	LS	4.2.2 None required.	LS

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Industrial Area Plan EIR is incorporated into this EIR by reference. Because the lands surrounding the proposed road are designated primarily for industrial or commercial type uses, the County has planned for and is anticipating development on these parcels. As such, the road in and of itself would not create more land use impacts than already anticipated or planned for in the County's General Plan. This would be a less than significant impact, not requiring mitigation.			
4.2.3 The project site could negatively impact designated prime, important, or unique farmland as defined by Placer County, the state, or federal government. Because the soils are Class IV and in rangeland, the site does not rate as prime, unique or locally important farmland. Therefore, the Farmland Protection Policy Act policy does not apply. The parcels in the project site are not under Williamson Act contract. No significant impacts to agricultural resources would occur.	LS	4.2.3 None required.	LS
4.3 Transportation and Circulation 4.3.1 The proposed project could cause an increase in traffic in the AM or PM Peak Hour timeframe. This is a significant impact. The intersection of Sunset Boulevard and Cincinnati Avenue would operate at an overall LOS of D and a worst movement of LOS F during the PM Peak Hour. This intersection requires improvements to operate at an acceptable level of service under the Existing Plus Project conditions.	S	4.3.1 Install signal at the Sunset Boulevard/Cincinnati Avenue intersection and reconfigure the intersection to allow for a separate left-turn lane on each approach. With this mitigation measure the intersection will operate at LOS C.	LS
4.3.2 During project construction, construction-related worker trips and truck movements to and from the project site could cause traffic delays and hazards. This impact is significant.	S	4.3.2a A construction plan shall be prepared and submitted with the Improvement Plans to the DPW to detail specific roadway construction information; haul routes; signing for closures or detours;	LS

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		<p>and public notification identifying location, scheduling, and duration of construction activities.</p> <p>4.3.2b Traffic routing plans shall be developed and submitted with the Improvement Plans to the DPW for specific locations that may be affected by construction. The traffic routing plan will address the specific requirements for traffic control, including construction timing for specific areas and traffic detours.</p> <p>4.3.2c Staging Areas: Stockpiling and/or vehicle staging areas shall be identified on the Improvement Plans and located as far as practical from existing dwellings and protected resources in the area.</p> <p>4.3.2d Submit, for review and approval, a striping and signing plan with the project Improvement Plans. The plan shall include all on- and off-site traffic control devices and shall be Reviewed by the County Traffic Engineer. A construction signing plan shall also be provided with the improvement plans for review and approval by the County Traffic Engineer.</p>	

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<p>4.4 Hazards and Health Safety</p> <p>4.4.1 Hazardous Materials used in the construction of the project, if not properly used, stored, or disposed, could result in spills or leaks that could affect natural resources such as ground water, surface water, wetlands, and other habitat and/or species. This would be a significant impact.</p>	S	<p>4.4.1a The proposed project shall ensure, through the enforcement of contractual obligations, that all contractors transport, store and handle construction-related hazardous materials in a manner consistent with relevant regulations. In addition, all precautions required by the Regional Water Board issued NPDES construction activity stormwater permits will be taken to ensure that no hazardous materials enter any nearby waterways.</p> <p>4.4.1b The proposed project shall ensure through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by Placer County, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media.</p>	LS
<p>4.4.2 Construction activities pose a fire hazard on sites that are covered with seasonal grasses and weeds. This would be a significant impact.</p>	S	<p>4.4.2a During construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a firebreak.</p>	LS

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		4.4.2b Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order.	
4.5 Noise 4.5.1 Construction noise can create significant temporary noise impacts to sensitive receptors such as residential uses. The closest sensitive receptor to the construction site is approximately two miles to the north. This is a less than significant impact. Because industrial land uses are considered relatively insensitive to intrusive noise, and because construction will not require unusual or abnormally loud activities such as pile driving or blasting, no impacts would occur with respect to surrounding industrial land uses.	LS	4.5.1 None required.	LS
4.5.2 Construction of the Sunset-Athens Connector Road would reroute some existing vehicular traffic from Industrial Avenue. Under the existing plus project scenario, the proposed project does not result in a significant change to roadside traffic noise. Construction of the project would not add to cumulative noise impacts. The project would have a less than significant impact.	LS	4.5.3 None required.	LS

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4.6 Geology and Soils 4.6.1 Grading and soil disturbance to prepare the roadway site may cause slope instability or landform impacts. This would be a significant impact.	S	4.6.1a Follow technical guidelines for safe construction in unstable slopes specified in the geotechnical report. 4.6.1b All proposed grading, drainage improvements, and vegetation removal shall be shown on the Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, formerly Chapter 29, Placer County Code) that are in effect at the time of submittal. 4.6.1c In order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream nor within the watershed of the vernal pool(s), unless otherwise approved as a part of this project.	LS
4.6.2 The presence of soft or clayey soils may present design constraints for foundations and other site improvements. This is a significant impact.	S	4.6.2a Follow technical guidelines for construction in clay/expansive soil specified in the geotechnical report. All construction shall comply with the Uniform Building Code, Placer County road standards, and other applicable building codes.	LS
4.6.3 If improperly designed or constructed, seismic activity could cause failure of the bridge structure. This is a significant impact.	S	4.6.3a Follow technical guidelines for construction regarding seismic risks specified in the geotechnical report. All construction shall comply with the Uniform Building Code, Placer County road standards and other	LS

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		applicable building codes.	
4.7 Hydrology and Water Quality 4.7.1 Surface waters may become degraded as a result of runoff from the project area. Construction and operations may contribute pollutants to nearby creeks and their tributaries during storm events and/or normal operations. This would be a significant impact.	S	4.7.1a Prior to construction, UAIC shall comply with the conditions of the General Stormwater National Pollutant Discharge Elimination System (NPDES) Permit for Construction Project from the California State Water Resources Control Board (SWRCB). The permit requires a Storm Water Pollution Prevention Plan that addresses water quality impacts associated with construction. 4.7.1b Implement Mitigation Measure 4.6.1b, which states that all proposed grading, drainage improvements, and vegetation removal shall be shown on the Improvement Plans and all work shall conform to provisions of the County Grading Ordinance that are in effect at the time of submittal. 4.7.1c Implement Mitigation Measure 4.6.1c, which states that in order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream nor within the watershed of the vernal pool(s), unless otherwise approved as a part of this project.	LS
4.7.2 Development of the site would increase runoff as a result of the introduction of impervious surfaces, which could increase erosion and/or contribute to flooding downstream. The hydrology could be altered by increasing both peak flow and	LS	4.7.2 None required.	LS

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total runoff during wet weather events. The report, "Drainage Study – Thunder Valley Station Casino Off-site Improvements" was prepared in 2002 by a Registered Civil Engineer at Martin Rivett Olson Engineers. No adverse impact is anticipated to both upstream and downstream storm drain systems if constructed as shown.			
<p>4.8 Biological Resources</p> <p>4.8.1 Development of the proposed Sunset-Athens Connector Road will result in impacts to vernal pool, seasonal wetland, and freshwater marsh habitat. This would be a significant impact.</p>	S	<p>Mitigation measures for impacts to vernal pools, seasonal wetlands, and freshwater marsh habitat have been previously identified through consultation and coordination with state and federal agencies with jurisdiction over these features. The purchase of mitigation credits as compensatory mitigation was completed by UAIC as discussed in the preceding section. A summary of the required mitigation is as follows:</p> <p>4.8.1a CDFG Streambed Alteration Agreement No. R2-2002-566 for bridge construction over unnamed tributary to Pleasant Grove Creek (Appendix G), including the following measures: limiting construction to April 15 to October 15; placement of temporary construction pad to protect streambed from impacts from heavy equipment; revegetation of disturbed areas; keeping equipment out of wetted areas; flagging of sensitive areas; survey by qualified biologist for nesting birds within three days prior to vegetation removal; and</p>	LS

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		<p>the purchase of 0.584-acre of riparian mitigation credits through an appropriate mitigation bank.</p> <p>4.8.1b Issuance of USACE, Nationwide Permit Number 14 (verification No. 200200648) on June 27, 2003, (Appendix G); UAIC purchased 0.03 creation credits of vernal pool habitat, 0.21 credits of seasonal wetland habitat, and 0.76 credits of seasonal marsh habitat at a USACE approved wetland mitigation bank.</p>	
4.8.2 Development of the proposed Sunset-Athens Connector Road extension may result in impacts to special-status plant species. This would be a significant impact.	S	<p>4.8.2a The mitigation measures identified in 4.8.1a & b, 4.8.3a and 4.8.2b below will compensate for the loss of suitable wetland habitat for these plants.</p> <p>4.8.2b Staging areas shall be located away from wetland habitats. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Excess excavated soil shall be disposed of at a regional landfill or at another approved and/or properly permitted location. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion.</p>	LS
4.8.3 Development of the proposed Sunset-Athens Connector Road may result in impacts to special-status animal species. This would be a significant impact.		4.8.3a Mitigation for potential impacts to vernal pool fairy shrimp and vernal pool tadpole shrimp were implemented after formal consultation with the USFWS. The project applicant shall comply with all terms of the	

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		<p>resultant Biological Opinion Letter (1-1-03-F-0024) dated April 29th 2003 by USFWS Chief of the Endangered Species Division (Appendix G). Mitigation included avoidance and protecting wetlands by 50 foot setback with construction fencing, worker awareness training, sediment control during rainy periods, revegetation of disturbed areas, the preservation of 10.232 acres of vernal pool habitat by a preservation bank acreage purchase, and the creation of 0.842 acre of vernal pool habitat through creation credit purchase from a United States Fish and Wildlife Service-approved bank. Compensatory mitigation for vernal pool fairy shrimp and vernal pool tadpole shrimp should reduce impacts to California linderiella and western spadefoot toad to a less than significant level.</p> <p>4.8.3b To mitigate for potential impacts to burrowing owl, although not detected in the project study area and no significant suitable habitat is present, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist within the 30 days prior to construction activities to establish the status of this species on the project site. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. If burrowing owls are detected on the project site, the CDFG shall be consulted before initiation of any</p>	

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		<p>construction activities.</p> <p>4.8.3c If construction activities are to occur during the bird nesting season (approximately February-September), pre-construction surveys for nesting Swainson's hawk, white-tailed kite, other special-status bird species, and other nesting birds shall be conducted by a qualified biologist within 500 feet of proposed construction areas. If active nests are identified in these areas, the California Department of Fish and Game shall be consulted to develop measures to avoid "take" of active nests prior to the initiation of any construction activities. Avoidance measures may include the establishment of buffers and biological monitoring.</p> <p>4.8.3d The loss of potential Swainson's hawk foraging habitat (approximately 11 acres) shall be mitigated according to the guidelines identified in the California Department of Fish and Game's <i>Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California</i> (CDFG, 1994) or other arrangements acceptable to the California Department of Fish and Game. The Staff Report dictates that, for projects within 5 miles of an active nest, compensatory mitigation will be the purchase and preservation of 0.75 acres of Habitat Management lands for every 1 acre of urban</p>	

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		development authorized, and long term management funding of \$400 per acre of Habitat Management land per year.	
4.8.4 Development of the proposed Sunset-Athens Connector Road may conflict with an existing habitat conservation plan or natural community conservation plan. It is expected that because the Proposed Project is a covered activity within the Placer HCP/NCCP, the Proposed Project will not result in a conflict with this or any other habitat conservation plan or natural community plan. This is a less than significant impact.	LS	4.8.4 None required.	LS
4.9 Air Quality 4.9.1 Construction of the roadway will generally reduce traffic congestion in the area, particularly at the Athens Avenue / Industrial Avenue intersection. It will also provide an unobstructed route across the railroad tracks. With the project, fewer vehicles will have to idle for passing trains at the Athens Avenue railroad track crossing. The project will therefore generally reduce traffic congestion and therefore would reduce emissions of carbon monoxide, PM ¹⁰ , NOX, and ROG.	B	4.9.1 None required.	B
4.9.2 Construction emissions could result in significant quantities of particulate matter (PM-10 concentrations) and NOx on a temporary and intermittent basis during the construction period. Construction of the proposed project would generate combustion emissions (NOx) that would contribute to regional ozone concentrations during the construction period. This is consistent with the findings of the Sunset Plan EIR, which concluded that construction of individual developments would temporarily increase criteria air pollutant emissions and that	SU	4.9.2 The construction contractor shall be required to implement the following construction-related measures to reduce emissions of PM-10 and NOx emissions below the significance thresholds, and to reduce the potential for substantial nuisance or visibility impacts in the immediate vicinity of the project site. <ul style="list-style-type: none"> • Enclose, cover or water twice daily all soil piles; 	SU

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these impacts would be significant and unavoidable.		<ul style="list-style-type: none"> • Water all exposed soil with adequate frequency to keep soil moist at all times; • Water all haul roads twice daily or more frequently as needed; • Sweep (with water sweepers) paved streets adjacent to the project construction site as needed to remove accumulated dust; • Ensure that all mobile and stationary internal combustion engine equipment is properly maintained and well-tuned according to manufacturer's specifications. • Minimize idling time to 5 minutes for all diesel powered equipments. • Submit to the PCAPCD a comprehensive inventory of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. The inventory shall be updated and submitted monthly throughout the duration of the project. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the PCAPCD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. • Provide a plan for approval by the PCAPCD demonstrating that the heavy- 	

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		<p>duty (> 50 horsepower) off-road vehicles to be used in the construction project will achieve a project wide fleet-average 30 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average.</p> <ul style="list-style-type: none"> • The applicant shall submit to the District and receive approval of a Construction Emission/Dust Control Plan prior to groundbreaking. • Construction equipment exhaust emissions shall not exceed District Rule 202 <u>Visible Emission</u> limitations. • No open burning of removed vegetation during infrastructure improvements. Vegetative material should be chipped or delivered to waste to energy facilities. • Clean earth moving construction equipment with water once per day. • An operational water truck shall be onsite at all times. Apply water to control dust as required per District Rule 228. • Suspend all grading operations when fugitive dusts exceed <u>District Rule 228 Fugitive Dust</u> limitations. • Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less. • Use low sulfur fuel for stationary construction equipment. 	
4.9.3 Persons traveling along the roadway could be exposed to toxic	LS	4.9.3 None required.	LS

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air contaminants from sources in the Sunset Industrial Area. Several existing facilities in the area are known to handle, store, and use bulk quantities of hazardous materials, including formaldehyde, considered a probable human carcinogen. However, under normal operating conditions, these facilities emissions should not pose a health risk to persons traveling through the area and impacts would be considered less-than-significant.			
4.10 Cultural Resources			
4.10.1 Existing historic or prehistoric archaeological or paleontological resources could potentially be impacted by project-related construction, especially earth-moving activities. No historic or prehistoric archaeological or paleontological resources were found within the APE during the records search or the field survey, however one resource is nearby. This is a significant impact.	S	4.10.1 Construction fencing shall be placed around Locus B of site CA-PLA-1086H as a precautionary measure, given its close proximity to the area of potential effects.	LS
4.10.2 Previously undiscovered historic or prehistoric archaeological or paleontological resources could be encountered during project-related construction, especially earth-moving activities. This would be a significant impact.	S	4.10.2 The following requirements will be included in construction contract specifications for construction activities associated with the proposed project: <i>“In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist or paleontologist shall be consulted to assess the significance of the find. If any find is determined to be significant by the qualified archaeologist,</i>	LS

S= Significant LS=Less than Significant SU=Significant Unavoidable B=Beneficial

Impact	Level of Significance	EIR Identified Mitigation Measure	Residual Significance
		<p><i>then appropriate agency and project representatives and the qualified archaeologist and/or paleontologist will meet to determine the appropriate course for action. The United Auburn Indian Community and any other pertinent tribes will be notified upon discovery of any native American cultural resources. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards."</i></p> <p><i>"If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the Placer County Coroner shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant.</i></p> <p><i>The most likely descendant shall work with the contractor to develop a program for reinterment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been implemented."</i></p>	

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Impact	Level of Significance	EIR Identified Mitigation Measure	Residual Significance
4.11 Utilities and Service Systems 4.11.1 Implementation of this proposed project would require relocation of gas, water, and sewer lines. However, necessary relocation of utility lines has been incorporated into this project, and will reduce utility conflicts to a less-than-significant level.	LS	4.11.1 None required.	LS
4.12 Aesthetics 4.12.1 Construction of the proposed road would result in the loss of open space and views, and contribute to the urban setting. This would be a less than significant impact.	LS	4.12.1 None required.	LS
6.2 Cumulative Impacts 6.2.1 The proposed project could cause area intersections to operate at unacceptable levels of service under Cumulative Plus Project conditions. This impact is significant.	S	6.2.1 The following mitigation measures are recommended at these two intersections for Cumulative Plus Project conditions: <u>Sunset Blvd / Cincinnati Ave</u> – Signalize the intersection, add two through-lanes at the eastbound and westbound approaches, add two northbound right-turn lanes at the northbound approach, and add two left-turn lanes at the southbound approach. Provision of these mitigation measures will result in acceptable LOS C operation for Cumulative Plus Project PM peak hour conditions. <u>Sunset Blvd / South Loop Rd</u> - Widen and stripe Sunset Boulevard east of South Loop Road to provide an exclusive receiving lane	LS

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		<p>such that the rightmost northbound right-turn lane functions as a “free” right turn lane. Provide dual northbound right turn lanes, with rightmost lane serving as an auxiliary lane for the southbound SR-65 on-ramp. Provision of these mitigation measures will result in acceptable LOS C operation for Cumulative Plus Project PM peak hour conditions.</p> <p><u>Sunset Blvd / Foothills Blvd / Sunset-Athens Connector</u> – Signalize the intersection, add an exclusive through lane, a separate turning lane, and a separate left-turn lane to the southbound and northbound approaches. Add two left-turn lanes and a separate right-turn lane to the westbound approach.</p> <p><u>Athens Avenue/Sunset-Athens Connector</u> – Signalize the intersection and include separate single lanes for each traffic movement.</p>	

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